

OLDFIELD SHATTERS 8 RECORDS IN 4 DAYS

"Speed Demon" Performs Remarkable Feat in St. Louis.

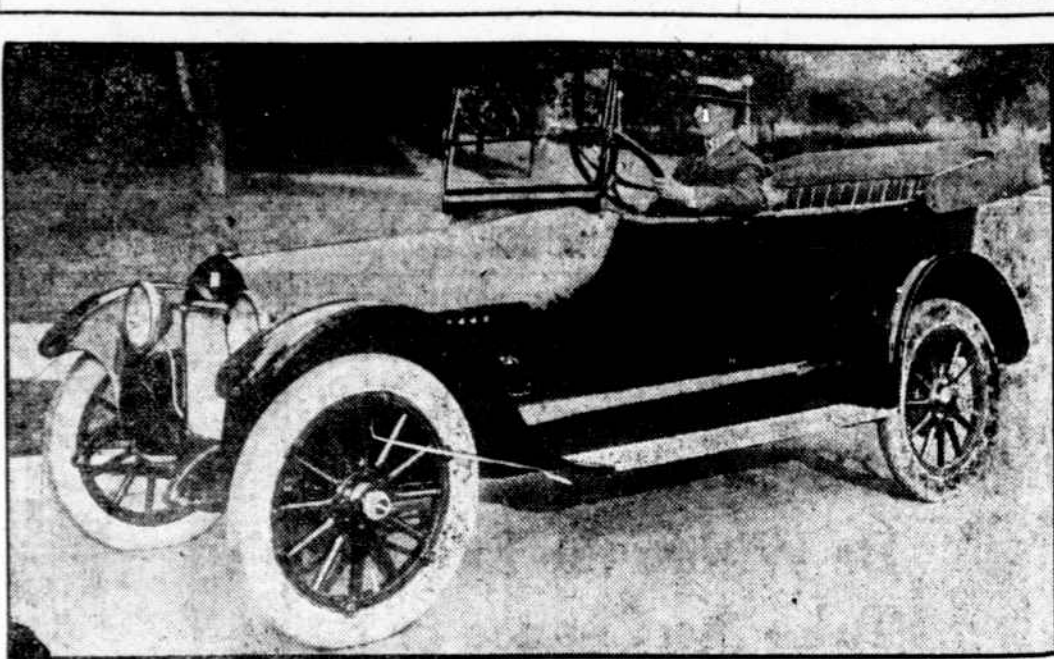
Eight world records shattered within the space of four days is the remarkable feat accomplished by Barney Oldfield, veteran "speed demon" of auto racing, and the most popular driver on the track. All eight records were made in St. Louis on a circular dirt track, five of them against time and three of them against Ralph De Palma.

Oldfield drove his "Gold Bug" equipped with Firestone super-cord tires in all the events without a mishap. In his 50-mile exhibition run against time, he broke five records in succession. Three of the records set by Louis Disbrow have stood since 1912. The other two were established in 1914 by Disbrow and Bob Burman. Oldfield ran one mile in 45 seconds; five miles in 3:35.4; ten miles in 7:06.4; twenty-five miles in 19:28.5, and fifty miles in 40:07.6. The exhibition was electrically timed under the auspices of the American Automobile Association.

Three days later he won two of the three events from De Palma and set new world records for five, ten, and fifteen miles in competition. These records had stood since January, 1915. Of six dual meets between Oldfield and De Palma, the pilot of the "Gold Bug" has won four.

Oldfield gives due credit for his victories to the power-saving of his Firestone super-cords. In St. Louis he reiterated a statement made on a recent visit to the Firestone factory that speedway records now depend as much upon the tire makers as the automobile manufacturers.

THE BUICK 1918 MODEL is here. This is the new model, with Mr. W. J. McLean at the wheel.



whether the engine is running properly. What causes the trouble?—M. K. D.

The usual cause of this is misfiring at low speeds, or a reduction in power from some other source. The bad performance may be due to carbon in the cylinders, or to dirty plugs or a poor adjustment of the spark-plug gaps, which may be found to be too wide. The valves may not be seating properly, or perhaps the carburetion is at fault. The trouble may be in the clutch. The cause of the trouble cannot be determined with any degree of definiteness unless the condition of the engine is known.

Do you believe that carbon removal can be accomplished effectively by means of kerosene or other liquids? What is the best way to remove carbon?—H. Stern.

Kerosene is a poor substance to use for loosening carbon, but a few proprietary compounds on the market have given fairly good results under test. The only certain way of removing carbon is to scrape it out and if the cylinder head is of the detachable type this should be done. If the head

is integral with the cylinders the oxygen method will prove fairly satisfactory. Why is it that the hood of a car will get dull before the rest of the body? Can this dullness be prevented in any way?—V. Bullard.

The usual cause of this dullness is washing when the hood is hot. With a cheap finish, dullness cannot be prevented by ordinary means, so I suggest that, if you care enough about it, you insulate the inside of the hood with sheet asbestos.

The frame of my car is cracked just slightly near the right front end, but the crack does not appear to be large enough to cause actual breaking. I have a clamp around the portion of the frame so as to reinforce it. Is it safe to run only with the clamp?—Speedy.

It is suggested that at the first opportunity you have the frame welded. This can be done without removing a part unless the crack is near an engine supporting arm in which case the engine may have to be removed. However, if you do not wish to have

it welded drill a small hole at each end of the crack so that it will not spread further.

Can large valves be installed in my engine without any trouble? I understand that their use will give me more power. Also is it safe to rebore the cylinders if they are badly worn?—Walter Lewis.

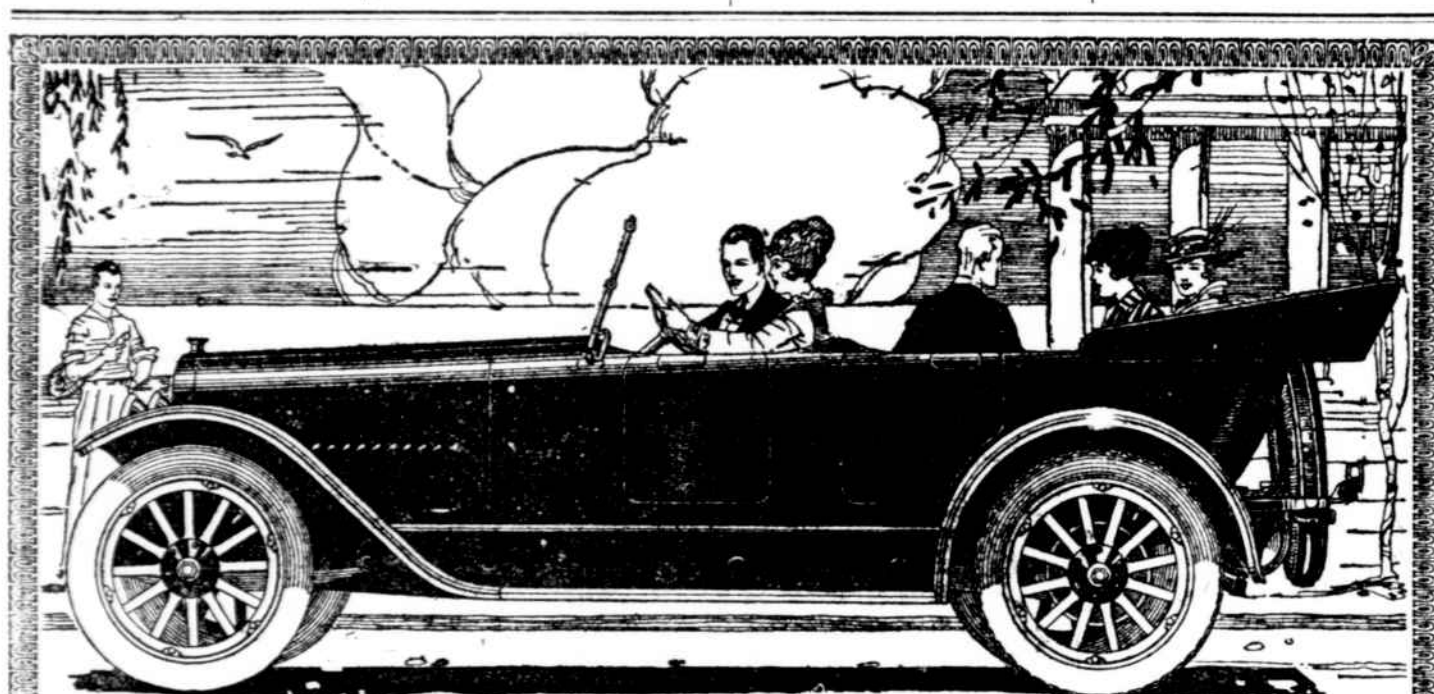
It is common practice among the speed-bugs to have larger valves fitted. The seats are countersunk to take the new valves. However, you had better ask the manufacturer of the engine just how much metal may be removed.

In most cases cylinders may be rebored twice, a few thousandths being removed each time. You should have the cylinders exactly the same size and in order to do this all will have to be bored as dictated by the one which is most out-of-round.

The first plant in Guatemala for the manufacture of Portland cement was opened recently by an American company.

THE WASHINGTON HERALD AUTO SERVICE COLUMN

In this department each reader's question is answered by an expert who has answered many questions relating to their automobiles. My car jerks at speeds around five miles per hour and the jerking makes so much noise that I cannot tell



Bates' Cantilever Springs

One of the 31 Extra Features

One of the chief Mitchell features evolved by John W. Bates is the Bates cantilever spring.

Tens of thousands of Mitchells now have them. For two years they have run on half the roads of the world. Yet not one spring has broken.

Think of that. Not one Mitchell car was ever laid up because a Bates spring broke. That record has never been matched.

No Mitchell owner who has these springs uses shock absorbers, snubbers or rebound straps. They are utterly unnecessary. That is true of no other car.

The Mitchell rides like an airplane. Rough roads seem like pavement. No shock can lift one from the seat. All because of these 52-inch Bates cantilever springs.

You will be amazed at the riding comfort. That fact alone will win you when you come and prove it.

Safety Above All

Under Mitchell standards, safety is the first consideration. Every vital part is given 100 per cent over-strength. That is twice the usual margin of safety.

The steering parts are vastly oversize, and built of Chrome-Vanadium steel. So are the axles—so are the driving parts. No cost is spared to make the Mitchell a lifetime car—safe, rugged, all-enduring. Two of them that we know of have already been run over 200,000 miles each.

Any man who buys a car to keep will prize this double strength.

Rare Luxury

The Mitchell factory spends on beauty and luxury about one-fifth of what other car makers do.

There are 22 coats of body finish. And the finish is fixed by heat. A rare-grade leather is employed, costing 50 per cent more than usual. The upholstery is plaited—not tufted. There are handles for entering, a light in the tonneau, a locked compartment for valuables.

All Mitchell bodies are exclusive. They are designed by Mitchell artists, and built by Mitchell craftsmen. Experts examined 257 new models before designing the latest Mitchells, so no attraction has been overlooked. You will see here all cars in one.

Miller Bros. Auto and Supply House

1405 H St. N. W. Phone Main 6097

20% Extra Value

The Mitchell has a power tire pump. It has a ball-bearing steering gear which turns with a finger. It has a dashboard engine primer, a new-type control. In a hundred items of beauty, strength and equipment it differs from the usual car. It offers at least 20 per cent extra value, as compared with like-class cars.

All because it is built in a model plant, under Bates efficiency methods. In the past few years, factory cost has been cut in two. And all that saving goes into these extra features.

There are two sizes, two prices. There are eight new styles of bodies. There are scores of interesting features which you never see elsewhere. Please let us show you what they mean, in looks, in comfort and performance.

**MITCHELL MOTORS
COMPANY, Inc.
Racine, Wis., U. S. A.**

Mitchell
SIXES
TWO SIZES
Mitchell—a roomy 7-passenger Six, with 127-inch wheelbase and a highly-developed 48-horsepower motor.

\$1525

Four-Passenger Roadster, \$1560
Sedan, \$2240
Cabriolet, \$1960
Coupe, \$2060

Also Town Car and Limousine

Mitchell Junior—a 5-passenger Six, with 120-inch wheelbase and a 40-horsepower motor. 4-inch smaller bore.

\$1250

All Prices f. o. b. Racine

Premier

The Aluminum Six with Magnetic Gear Shift

You Name Your Own Test and Premier Will Attempt to Make Good—No Matter How Many Other Cars Have Failed at It.

The world is spinning so fast that it's all some of us can do to hold on. Half the things that are being done, WE DON'T BELIEVE.

You can't interest science in anything unless it's impossible.

But you CAN believe in this PUSH BUTTON gear shift of PREMIER and you can believe that PREMIER'S aluminum motor is the most eager, the snappiest, and the most light-footed brute that was ever stabled under a hood.

In Premier science has once more done the impossible.

—but that's getting to be a regular thing now

—and what do you care how clever and advanced this PREMIER is, so long as it saves you a lot of money and gives you —BETTER SERVICE than the old fashioned kind

—with a cast iron motor

—and with a crow bar gear shift.

Premier's motor is ALUMINUM

—and its gears are shifted THE NEW WAY

—with PUSH BUTTONS.

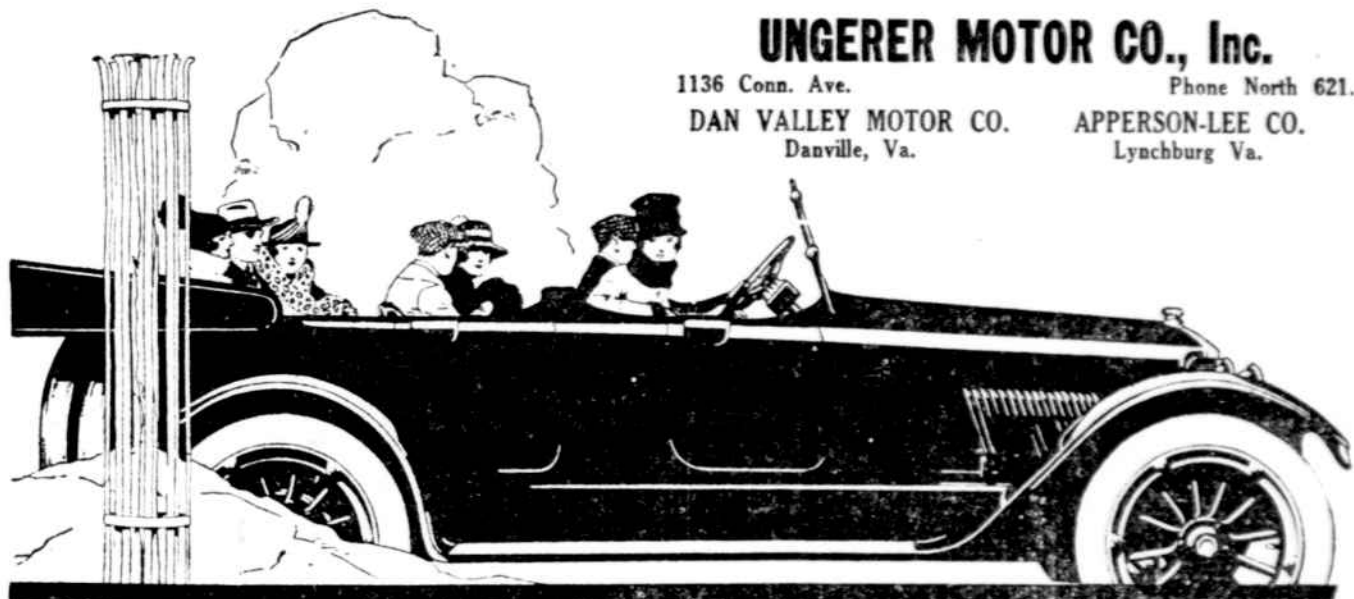
Make an appointment.

The price is \$2285.00.

Joyously yours,

UNGERER MOTOR CO., Inc.

1136 Conn. Ave. Phone North 621.
DAN VALLEY MOTOR CO. APPERSON-LEE CO.
Danville, Va. Lynchburg Va.



AUTOMOBILE LICENSES.

The following auto licenses have been issued:

1917—H. C. Russell, 3049 15th st. n.w., Ford, 1917.

1917—Clement Vernal, Baltimore, Md., Studebaker, 1917.

1917—Maude E. Kell, 1400 Irving st., Auburn, 1917.

1917—Maynard Hawkins, Clarksville, Md., Maxwell, 1917.

1917—B. P. Bond Paper Co., 42 10th st. n.w., Maxwell, 1917.

1917—Joseph Shapiro, 40 Irving st., Studebaker, 1917.

1917—John H. Small, Cairo Apartments, Studebaker, 1917.

1917—John R. Martin, Annapolis, Md., Paige, 1917.

1917—J. H. Sullens, Baltimore, Md., Hudson, 1917.

1917—G. H. Matthews, Baltimore, Md., Paige, 1917.

1917—Louis F. Foster, Annapolis, Md., Metz, 1917.

1917—Theodore E. McCoy, Finksburg, Md., Ford, 1917.

1917—G. H. Wilson, 1111 9th st. n.w., Buick, 1917.

1917—Walter Sondheim, Baltimore, Md., Studebaker, 1917.

1917—Gertrude Kullman, 152 Buchanan st., Ford, 1917.

1917—Charlotte Weikert, the Wyoming, Detroit Electric, 1917.

1917—Ella George, American Red Cross, District of Columbia, Rauch Lang, 1917.

1917—Stafford Lowe, the Westminster, Hudson, 1917.

1917—Robertia Blunt, 102 29th st. n.w., Franklin, 1917.

1917—Arthur G. Oliver, Master Engineer U. S. A., police, 1917.

1917—H. L. Crawford, 309 E. st. n.w., Sterling, 1917.

1917—H. L. Crawford, 260 E. st. n.w., Sterling, 1917.

1917—Guy Roberts, 130 Belmont road, Overland, 1917.

1917—L. P. Haw & Co., 64 Hanover st. n.w., demonstrating, 1917.

1917—Charles Jarvis Sons, Center Market, Ford, 1917.

1917—Louis McMill, Airplane Division, War Department, Chevrolet, 1917.

1917—R. L. Dooley, Haverhill, Md., Ford, 1917.

1917—J. J. Connelly, 11 st. and Pa. ave. n.w., Ford, 1917.

1917—R. H. Butler, 208 Q st. n.w., Overland, 1917.

1917—Charles Howard, Milwaukee, Wis., Ford, 1917.

1917—M. H. Todd, Baltimore, Md., Ford, 1917.

1917—J. M. Rosser, Silver Spring, Md., Saxon, 1917.

1917—Agnes L. Epley, Hyattsville, Md., Overland, 1917.

1917—J. H. McLean, Orange, Va., King, 1917.

1917—H. Jeffrey, 946 Rhode Island ave., Buick, 1917.

1917—E. A. Whitel, Radio, Va., Overland, 1917.

1917—Harry W. Miller, 1115 Park pl. n.e., Ford, 1917.

1917—Raz Engler, Linwood, Md., Franklin, 1917.

1917—T. E. Clinck, Alexandria, Va., Studebaker, 1917.

1917—D. D. Crawford, 308 E. st. n.w., Sterling, 1917.

1917—W. L. Stoll, Runswick, Md., demonstrating, 1917.

1917—Haywood Incoe, 3000 Reservoir st., Studebaker, 1917.

1917—Frank Mahu, Baltimore, Md., Mack, 1917.

1917—F. M. Pratt, 630 Lexington pl. n.e., Auburn, 1917.

1917—Gerhard Foreman, 268 Conn. ave., Packard, 1917.

1917—Edward Carter, Baltimore, Md., Buick, 1917.

1917—Joseph H. Lee, 356 K st. n.w., Ford, 1917.

1917—A. C. Baker, 814 Portland st. n.w., Non, 1917.

1917—J. Wilner, 3024 Eighth st. n.w., Maxwell, 1917.

1917—Reported later.

1917—R. L. Lewis, 1513 H st. n.w., Hudson, 1917.

1917—William W. Finney, Belair, Md., Dodge, 1917.

1917—Dean Caldwell, Bethesda, Md., Olds, 1917.

1917—James Bamsley, Rockville, Md., Ford, 1917.

1917—Potomac Electric Power Company, 21 14th st. n.w., Ford, 1917.

1917—D. K. Fisher, Baltimore, Md., Pierce Arrow, 1917.

1917—Charles Biddick, Roland Park, Md., Saxon, 1917.

1917—James M. Longene, 210 N. st. n.w., Cadillac, 1917.

1917—Philip Lebler, 913 N. J. ave. n.w., Ford, 1917.

1917—Glenn Ashby, 142 First st. n.w., Ford, 1917.

1917—C. G. Holden, 515 Rose Hill Terrace, Franklin, 1917.

1917—H. B. Herring, Baltimore, Md., Westcott, 1917.

1917—Charles Sacks Co., 1st and M sts. n.e., Wilson, 1917.

1917—C. E. Edwards, 141 Longfellow st., Franklin, 1917.

1917—T. P. Bond, 533 N. st. n.w., Buick, 1917.

1917—Burr Bros. Inc., Brookland, D. C., Studebaker, 1917.

1917—Lewis W. Hart, 30 Sutton pl. n.e., Ford, 1917.

1917—D. D. Davis, Markers, Md., Ford, 1917.

1917—James P. Chamberlin, Friendship Heights, Md., Studebaker, 1917.

1917—Medical Corps, Walter Reed Hospital, G. M. C., 1917.

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1917—Oscar Beall, Upper Marlboro, Ford, 1917.

1917—Arthur Taylor, 30th and B sts. n.e., Saxon, 1917.

1917—Solomon Taylor, Port Potomac, Md., Ford, 1917.

1917—G. T. Thomas, 1212 4th st. n.w., Packard, 1917.

1917—S. M. d'Arzo, Forestville, Md., Maxwell, 1917.

1917—J. Jones, 1133 Conn. ave. n.w., Oakland, 1917.

1917—John C. Fikerton, Mechanicville, Md., Ford, 1917.

1917—Halcyon Stabler, Seat Pleasant, Md., Ford, 1917.

1917—George G. Perkins, Chevy Chase, Md., Franklin, 1917.

1917—Harvey J. Bick, 207 Mount Pleasant st., Oakland, 1917.

1917—Howard J. Cope, 15 E. st. n.e., Ford, 1917.